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FRIDAY, SEPTEMBER 29, 1911.

Mr. Edison and Immortality

From the New York Times Review of Books:

"The interview with Thomas A. Edison on immortality published last October is still awakening much interest even in far away countries. 'No Soul,' 'Death Ends All,' 'The brain a piece of meat mechanism,' that produces thought as the liver secretes bile, having an individuality only as New York City with its five millions of human brains, each brain a consolidation of millions of cells; when New York City disintegrates its individuality is gone; when our brain dies that ends us."

But for Mr. Edison's wonderful mechanical ability the above would hardly be worthy of any notice. For it is plainly evident to anyone of good common sense that the brain is as much a part of the body as the liver, only perhaps more intimately connected with the soul or spiritual part of man, its function being to introduce material for thought to the soul, or mind, which alone is capable of thinking, but can only do it as through the sensations it is supplied with the necessary knowledge; to supply which is unquestionably the function of the brain.

The mind thinks. The brain does not think, but records the different messages by which the mind gets its knowledge. The brain does not think any more than a book thinks, but like a book it records all kinds of knowledge, conveyed to it by outside forces as sound or light, and other sensations. But the thinking substance alone does the thinking. What Plato calls the Soul; what frequently is called Mind.

We can go this far with absolute certainty. There is a thinking faculty—a thinking substance—and it isn't the brain.

In another column we publish an article by Prof. MacDonald of England that bears upon this same question and is well worth perusal.

This professor recognizes that the soul is a distinct entity, for the use of which the eye and other organs of the body are created.

The Syracuse Automobile Horror.

The following timely editorial is from the Chicago Horse Review.

The entire article is in excellent temper, and we believe, unquestionably echoes the feeling of the whole country, in the summing up that "This awful calamity should sound the death knell of automobile racing at all State and other fairs, henceforth and forever."

Readers of the Review have, very probably, noted the fact that it has of habit little or nothing to say concerning the status of the automobile and the "irrepressible conflict" between it and the horse—in which, according to the promoters of the motor vehicles, the "passing" of the equine will eventually take place. When the automobile first began to assume a position of importance, alike as a means of utility and of amusement—that is to say, perhaps fifteen years ago—we confess that we devoted considerable space to it and to the menace, sketched, which it was to trotting interests. But as the situation unfolded itself, we became aware, through experience and observation, that both the horse and the automobile had fields of their own; and while the motor vehicles were, undoubtedly, replacing the horse in many stables, the day was too far distant when the welfare of the trotting industry would really be imperiled by them for us to trouble about its possible dawning. On that account, in recent years, we have, as a rule, preserved silence regarding the "devil wagon" and all its works, believing that our space could be devoted more profitably to matters of greater importance.

In the presence of such a terrible thing as happened at Syracuse, N. Y., last Saturday, on the closing day of the New York State fair, we feel, however, that the time has come for a few "words of truth and soberness" which the promoters of automobile racing at fairs would do well to heed. It has been recognized from the outset that the practice of racing automobiles conserved absolutely nothing but a semi-

THE QUESTION OF GRADE CROSSINGS.

For the first time this afternoon we realized the enormity of the proposed under-pass at the grade crossings in our village.

Probably the most of our citizens have supposed when this question came up that its object was entirely for the public good; to make conditions in the village both safer and better; but a closer examination proves conclusively that the course of action proposed will not do this, but instead in certain respects work to the lasting injury of our village.

Such result certainly should not be permitted to take place. The trouble is that the railroad influences, which thus far have largely, if not entirely, controlled the question, are working not for the good of the village or public, but their own; and therefore it is necessary that our citizens should take the matter into their own hands.

The moves made by the railroad look to the saving of all expenses possible, as they have more than half the expense to pay, but this fact should not relieve them, and much less the Public Service Commission, appointed by the Governor to act upon such questions, from being governed entirely by the Public Good in its broadest sense.

The aim of the railroad company is to save all the money they can, and in this case to get all the assistance possible from the State and Village to assist them in the better arrangement of their tracks at this station.

Under such conditions is it that the rights of the Village, its property and appearance, are being overlooked. Certainly it is time that this was corrected.

Let us take the railroad track which crosses Seymour Street. In such instance as this there is but one right course in building an under-pass. It should be done at once in straight line in the center of the road; and this especially if the crossing is over a village highway or principal street, lined on both sides by pleasant homes, as in the present case; a highway that continues its straight course for nearly a mile, and is one of the widest, and one of the longest, and one of the oldest in our village, named after the Honorable Horatio Seymour, who was United States Senator from Vermont for twelve years, and one of Middlebury's ablest lawyers, and we might add, most respected citizens.

Certainly a street of this character should not be mutilated, but the interests in control caring nothing for the Village as such, are proposing to prevent the use of this highway by placing a permanent fence across it. This should not be done, though a side road might continue to the proposed new location of the depot, as we understand has already been arranged with owners of the land. The only object in closing the street, is to save expense. Certainly the Town cannot afford such saving, very largely injuring the village. But, as we have said, neither town or village is managing the matter; instead railroad men who live elsewhere, and a State Commission who would appear thus far to have failed entirely in grasping the importance and scope of this undertaking.

We understand that Seymour Street is to be thus obliterated or defaced, to avoid expense, that is to avoid the necessity of another under-pass at so-called Elm Street. This our town should not allow, at least without the most decided protest; and we have no doubt that the courts, if appealed to, will protect their rights, for there is nothing in the way of the work being correctly done, without injuring this most important highway, except a comparatively small extra expense. Frequently Col. Hsley has expended far more money in improvements for the village, town, or county, than would be the cost of two under-passes if needed.

Let the Town have a full meeting and express its opinion upon this matter, for they are the parties far the most interested. And we have no doubt that their wishes would be followed. For beyond question they would in every respect except cost be by far the best for all interested parties.

In the way here suggested, the under-pass would be a safety measure, instead of a trap leading to danger; for, in entering, each person will command a full view of the highway beyond, half-a-mile in going North, and a sufficient distance in going South; and the good appearance of the village will be retained. All improvements in location of depot and freight lines can be carried out and made equally satisfactory, and the whole locality, on the arrival of visitors and their departure, show at its best, instead of its worst.

Middlebury is rapidly improving. It is bound to be one of the great centers of education in New England, or the whole country, that is, if its plan is preserved, but not if it is ruined. We had the pleasure of setting a double row of elms upon this highway for two miles, from the center of our village to where is at present the Government Farm, some years ago, and these are rapidly becoming a fine addition to its scenery. The Government Farm itself is fast becoming one of the principle attractions of our village, and one that as time goes on will be visited by thousands of people from every part of both this country and foreign lands. In all such questions give Vermont, every part of it, a chance, and she will be soon recognized as the most beautiful State of the Union.

In this present instance, there is perhaps no parties more directly interested than the railroads; for every improvement that we make, will add to their business by increasing the population of our village and of Vermont. And therefore it is doubly important that we all pull together; and whatever the extra expense of building two under-passes instead of one, if these are found necessary, the money may be easily raised, and every dollar of it, as time goes on, will be repaid with large interest to all its contributors.

insane craze, or speed mania, combined with a morbid craving for unhealthy excitement. It is utterly purposeless in any way further the use of the motor vehicle either for utility or pleasure, which many honest automobile enthusiasts have themselves admitted. As a death-dealing machine, the automobile has wrought greater havoc, within the same length of time, than anything else ever introduced as a factor in the every-day private life of the people of this country. Its potentiality for utility and amusement is great; but so also is its capacity for inflicting injury and death. This is now such an established common-place that readers of the daily newspapers no longer give more than a passing thought to the constant chronicling of automobile horrors, one or more of which is recorded almost every morning or evening.

It is a recognized fact that the loose rein given the automobilist upon the roads and streets of country, town, and city, and his apparently irrepressible penchant for "turning loose" his machine whenever and wherever the opportunity presents itself—only too often with an utter disregard of the safety of his own life and limb and that of others—is one of the gravest elements of danger with which the guardians of public wellbeing have to deal. As it is, the ordinary automobile possesses the power to run at a rate of speed far greater than should ever be permitted.

The racing automobile, with its inordinate power, is utterly useless for any practical purpose, while for any purpose of amusement it is so dangerous that its use should long ago have been prohibited. The automobile race, when we get down to the bottom facts, is usually promoted by a group of manufacturers, purely for advertising purposes; the men who run the machines therein are all of a type—recruited from the flotsam and jetsam of society, willing to risk their lives in order to earn sums of money that are often pitifully small, and nerving themselves to do so by the means of "dope," strong drink, and other stimulants which render them oblivious of the danger which they deliberately incur; while the crowds of people which throng to see them are incited to do so largely through a morbid craving for unrestrained excitement and the sub-conscious or else frankly admitted hope that the entertainment may include some frightful accident, in which loss of human life occurs.

The entire spirit of these affairs is a combination of commercial cupidity, devil-may-care recklessness, and the yearning for "amusement" of a barbarous nature, such as in ancient Rome took the populace to the Coliseum, and in modern days survives most prominently in the bull fight of Spain and Spanish America.

Yet, in obedience to these instincts, or else with a curious shortsightedness

impertinent of the real "root of the matter," a tendency has of late manifested itself among State fair management to "feature" automobile racing and make it conspicuous on its program of entertainment offered the public. This even went so far, with the management of the recent Minnesota State Fair, that the customary program of light harness racing was curtailed of much of its former extent and importance so that on two days of the fair the track might be wholly given up to automobile racing. As it eventuated, the weather made it impossible to carry out this scheme and these races had to be declared off. At the time this happened there was mourning upon the part of the management at Hamline—but in view of what occurred at Syracuse last Saturday, they would better congratulate themselves at their escape from what might have been a similar terrible disaster.

As all our readers are now probably aware, upon the closing day of the New York State Fair the race track was given over to automobilists, one of the chief events being a fifty-mile race. In the course of this contest, which was drawing to a close, a tire collapsed upon one of the leading machines, said to have been going at the rate of seventy-five miles an hour, and it swerved and plunged through the rail, directly into a crowded mass of spectators. Six of these were instantly killed, three others died in ambulances on their way to the hospital, and a number more were fearfully injured, one of whom has since died.

This awful calamity should sound the death knell of automobile racing at all State and other fairs, henceforth and forever. Prominent automobile authorities, while pointing out the danger of racing motor cars over any sort of a track, have emphasized the total unfitness of a dirt track such as is used for horse racing and the terrible possibilities of such contests. The management of the New York State Fair deliberately disregarded this—and now they have the occurrence of last Saturday staring them in the face, while, as we have said above, the officials of the Minnesota exposition have the weather which "rained them out," very possibly, to thank for preserving them from a similar horrible predicament.

There are sufficient kinds of entertainment and amusement which can be offered to the patrons of State and other fairs without adding thereto anything fraught with possibilities of fatality which, from their very nature, are alike not to be foreseen or escaped from. We do not know whether the New York State Fair Association can be held for damages by the relatives of the victims at Syracuse last Saturday or not, but it is likely that they can, in which event it is apt to be mulcted in a sum far exceeding the profits of a whole series of fairs—which sum, however will be powerless to blot out the consequences of the loss of ten human lives.

But we will not enlarge farther on the subject. Suffice it to say, the automobile race must go. Particularly, it must go from all such things as State and other fairs. Those officials who do not recognize this are sowing the wind and will reap the whirlwind.

SAYS HUMAN EYE INDICATES A GOD.

Prof. MacDonald Argues That Maker of it Must Have Had Perfect Knowledge of Optics.

London, Sept. 1.—A new statement of the relation of the soul to the senses of man has been enunciated by Prof. MacDonald at the meeting of the British Association at Portsmouth. Prof. MacDonald's view is regarded by physiologists as offering a great stimulus to research, and it provides for the general public a new exposition of the theory of belief in a Divinity, following the general lines of Paley's famous argument from the watch.

Prof. MacDonald began by arguing that the eye of man was as perfect an optical instrument as could be devised and could only be made by "some external agency" cognizant of all the properties of light. This agency, he said, had full knowledge of the part played by matter and the special arrangement of matter in reflecting, refracting and absorbing light. This perfect instrument, he added, was formed in the embryo before direct light could reach it.

Starting from this study of the human eye, the professor showed that similar arguments applied not less forcibly to the brain and mind of man, and he used this analogy to help the belief that man had a soul. Man's brain, like his eye, Prof. MacDonald said, was affected by mysterious causes. "Such phenomena as sleep and deep anaesthesia familiarize us with the fact that the mind is not necessarily always associated with the brain, but only when in a certain condition." It was still possible, he thought, that the brain was an instrument traversed, as freely as the ear by sound, by some unknown influence which found resonance within it. The brain's workings and the will power suggested, he said, that the brain was mysteriously affected by invisible and untraceable harmonies. In this connection Prof. MacDonald said he

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could not avoid the use of the word "soul," and argument that "soul" might be independent of life or living matter, as we know it.

As in the case of the eye, it was natural to suppose, he declared, the existence of some external agent over and above natural selection, which would have done no more than assist in the process.

In a passage of great imaginative power Prof. MacDonald then compared the action of the brain on the soul with that of the harp acted upon by what they used to call "music spheres."—New York Times.

The Joy Riders.

A twisted auto on a dead man's chest—
 Ye ho! and a bottle of rum!
 Drink and a devil had done their best—
 Ye ho! and a bottle of rum!
 The road-house bar and the "lady friend"—
 Ye ho! and a bottle of rum!
 And at eighty miles they took the bend—
 Ye ho! and a bottle of rum!
 A swerve that mocked their drunken wills,
 A crash and a shriek, through the darkness thrills;
 "Joy riding" is the pace that kills—
 Ye ho! and a bottle of rum!
 —Roy McCordle, in New York World.

MAN'S SPLEEN BROKEN.

H. W. Goddard of Brattleboro is at the Point of Death.

Brattleboro, Sept. 21.—Henry W. Goddard, 45 years old and married, lies in a critical condition at the Brattleboro Memorial hospital, where he underwent an operation this afternoon for removal of the spleen which was broken when he was thrown from his seat on a wagon last evening by a rear-end collision from an automobile.

Harold Shaffner, a 19-year-old chauffeur, is held in bonds of \$1500 to await the result of Mr. Goddard's injuries, and William Fleming, owner of the automobile, a Ford touring car, has a broken rib and a badly bruised face.

The accident occurred about 11:30 o'clock last evening on Vernon street, about a half a mile south of the business section of this village.

Mr. Goddard, who is employed as a driver by the Crystal Springs Ice company, was returning from the Snow Flake Canning company's factory where he had been at work during the evening. Hearing a noise behind him he turned his head at the instant the automobile struck the wagon. The impact of the collision was terrific and how both men in the car escaped serious injuries is a mystery.

Mr. Goddard was thrown from his seat and fell beneath the heels of his horses. Two wheels of the cart, which weighed about a ton, passed over him. He was unconscious for several minutes before they were caught. The automobile was wrecked. Henry E. Whitney, sr., also employed by the Crystal Springs company arrived behind the wreck a few minutes later and brought Mr. Goddard to his home on Canal street. The injured man was able to walk to his home and tell his wife the particulars of the accident. He retired about 11:30 o'clock. Toward morning he experienced great pain and Dr. Fremont Hamilton was called. The physician ordered Mr. Goddard removed to the hospital, and Dr. George R. Anderson performed the operation for the removal of the spleen at noon today.

As soon as the seriousness of Mr. Goddard's injuries became known State's Attorney Frank E. Barber issued two complaints against Shaffner and Deputy Sheriff H. E. Harris took the chauffeur into custody late this afternoon. At a hearing before Municipal Judge William R. Daley, the chauffeur pleaded not guilty to a charge of reckless driving of the automobile, and the same plea was entered to the charge of assault. He was held in \$500 bail for the reckless driving charge and furnished \$1500 bail on the assault charge. The case was continued until Saturday morning at 10 o'clock. Attorney A. F. Schwenk appeared in court, for the chauffeur. The state's attorney in-

timated to the court that there was considerable probability the complaint of assault might be changed to manslaughter and in view of that phase of the matter asked that sufficient bail be furnished to guarantee the appearance of the respondent when wanted.—Rutland Herald.

TWO MAY DIE, SIX HURT

Car with Boston Party Crashes into Tree Near Sudbury Line.

Marlboro, Sept. 23.—Six persons are in the local hospital, two of them with injuries which may prove fatal, as the result of an automobile accident which occurred on the Boston-Worcester State highway near the Sudbury line today.

The injured are: Patrick Sullivan, 40, Boston liquor dealer, of 57 Alpine street, Roxbury; fractured skull, fractured nose and injuries in face and body; on the dangerous list.

Frank Downes, 35, Boston lumber dealer, of Walk Hill street, Mattapan; concussion of the brain; on dangerous list.

Mrs. Downes, 25, concussion of the brain. Condition not serious.

Mrs. Sullivan, 35, bruises on limbs and had swelling over one knee. Condition not serious.

Harry Nelson, 27, 24 Albion street, Boston, chauffeur, fracture of right arm. Condition not serious.

May Downes, 4, shock and minor bruises.

All the injured were in a machine owned by Mr. Downes's brother, and driven by Nelson. They were on their way to Worcester, and had reached a point about 21-2 miles outside the city when another machine came up behind. Nelson turned out to let the other car pass, and, as he did, is supposed to have lost control of his machine for a moment [later it crashed into a huge elm tree by the roadside. All the occupants were thrown out. The other car did not stop and no one has been found to identify it or the people in it.—Boston Herald.

PRIEST SAVES SIX LIVES.

Auto-Bus Overturns Into the River Seine—Eleven Are Drowned.

Paris, Sept. 27.—Eleven persons were drowned and ten others injured by the overturning of an automobile-bus into the Seine this afternoon. The automobile-bus, with 25 passenger, was coming from the Jardin Des Plantes in the direction of the opera. It was half way over the Archeveche bridge when, in trying to avoid a collision with another omnibus the chauffeur gave his steering wheel a sharp turn. The heavy vehicle skidded violently, shot on to the side walk, crashed through the heavy iron railing and dropped into the river below. All the passengers were carried down, with the exception of two or three, who, standing on the rear platform jumped in the nick of time.

Rescuing parties were formed at once, the police and firemen from neighboring stations, with ropes and ladders getting quickly to work under the superintendence of M. Lepine, the prefect of Paris. In conjunction with the river police they extricated ten injured persons. Ten bodies were recovered, and divers, hastily summoned, explored the interior of the vehicle and the river bed as long as daylight lasted, but they found no more bodies. Work will be resumed to-morrow in an endeavor to recover the body of the driver.

One of the passengers, a priest named Richard, who managed to escape from the watery prison out of a window, saved six persons. He says all he remembers of the accident was finding himself at the bottom of the river groping around. Finally he found a window through which he managed to swim to the surface. He climbed to the roof of the omnibus and immediately turned his attention to the other passengers.—Burlington Free Press.

Holyoke Boy Killed, Autoist is Held.

Holyoke, Sept. 21.—While playing in the street this evening Edward Stosy, 6 years old, was run down by an automobile and instantly killed. Acting on information furnished by one of his child companions, who had noticed the number of the machine, the local police went to Westfield and arrested John J. Boratis on a charge of manslaughter. It is said Boratis and a party were visiting in the neighborhood. Boratis will be arraigned in the morning.—Boston Herald.